

Library Supreme Court Hongkong.

The Hongkong Telegraph

No. 2.]

HONGKONG, THURSDAY, JUNE 15TH, 1881.

[PRICE—\$16 PER ANNUM.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,
the 21st June, 1881, at Two P.M., at the "Victoria Club," No. 4, Wyndham Street, the whole of the

HOUSEHOLD FURNITURE, &c.,

Comprising:

SOFAS, CHAIRS, EASY CHAIRS, Marble-top TABLES, GLASS BOOKCASE, CARD TABLE, MIRRORS, GASAIERS, SOFA, CARPETS, DINING TABLE, BAR, GLASS, CROCKERY, & PLATED WARE, PICTURES, RACKS, and WASHSTANDS.

ONE SQUARE PIANO, by J. DADWOOD and SONS.

ONE HARMONIUM.

ONE MUSICAL BOX.

ONE THURSTON'S BILLIARD TABLE.

ONE AMERICAN CAROM TABLE.

ONE FRENCH BILLIARD TABLE, With BALLS, CUES, &c., complete.

A BOWLING ALLEY, with BALLS,

PINS, &c., complete.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, 15th June, 1881.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, on

SATURDAY,

the 25th June, at 4 o'clock p.m., on the premises, unless previously disposed of by private contract, "the" two Houses recently built upon portion of Luland Lot No. 125 in Elgin-street, and known as Nos. 16, 18, 20, 22 and 24, "Sea View."

This property has a peculiar value on account of its central and easily accessible position. The houses afford a fine view of the harbour. They are substantially built, and may be sold either separately or together. The present monthly rental is \$215, and annual crown rent \$40.

For plans, particulars and conditions sale apply to

SHARP & Co., Auctioneers and Valuators of Lands, houses, and Estates, 13, Queen's-road Central, opposite the Chartered Bank of India, Australia and China.

Hongkong, June 16, 1881.

Intimations.

FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.

NAUTICAL INSTRUMENTS, HARPS AND BOOKS, No. 46, QUEEN'S-ROAD CENTRAL.

T. N. DRISCOLL, TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER, 45, and 47, QUEEN'S-ROAD.

William Schmidt & Co. GUNMAKERS, &c. BEACONSFIELD ARCADE.

Hongkong Horse Repository AND LIVERY STABLES.

J. KENNEDY, PROPRIETOR. Carriages of every Description For Sale, or Hire.

Intimations.

ECA DA SILVA & Co. GENERAL COMMISSION AGENTS AND AUCTIONEERS.

IMPORTERS OF PARISIAN GOODS, SPANISH WINES, AND GENUINE HAVANA CIGARS.

Special lines in Fancy and Plain SATIN, SILK, AND GAUZE DRESSES.

A variety of Richly TRIMMED COSTUMES, from the first houses in Paris.

Elegant Dressing & Morning GOWNS.

BATHING DRESSES in the latest style.

MUSLIN SHAWLS, CRAVATS, and FICHUS.

An assortment of Fine FRENCH CORSETS.

Ex recent Mail Steamers.

Ladies' and Children's STRAW HATS in great variety.

PARASOLS and UMBRELLAS.

RIBBONS and SASHES of every description.

Silk and Liso Thread STOCKINGS.

COLLARS and CUFFS in latest Fashions.

SATIN and KID SHOES.

White and Colored KID GLOVES.

Gentlemen's SILK and SATIN SCARVES.

French BOOTS and SHOES.

A large collection of Elegant Articles suitable for presents, from the Grand Magasins du Louvre.

Piese & Lubin's Celebrated PERFUMES.

The most varied collection of Fancy Goods in the Colony.

SHERRIES of the Finest Quality at extremely low prices.

Note the address, 48, Queen's-road Central.

Hongkong, 15th June, 1881.

C. L. THEVENIN. WINE AND SPIRIT MERCHANT, AND COMMISSION AGENT.

HONGKONG HOTEL BUILDING, QUEEN'S-ROAD CENTRAL.

JOHN NOBLE.

CHRONOMETER AND WATCHMAKER, JEWELLER & SILVERSMITH.

Meteorological and Nautical Instruments.

No. 8, QUEEN'S-ROAD.

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.

Good accommodation for Visitors, English & American Billiards.

Tiffin at One o'clock.

Dinner at 7.30.

This Hotel is most centrally situated and within easy distance of the principal landing places.

J. COOK, Proprietor.

THE Undersigned have been ap-

pointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881.

D. K. GRIFFITH & Co.

MANUFACTURERS OF THE

LONDON AERATED

WATERS,

AND GENERAL AGENTS.

7, Beaconsfield Arcade.

Intimations.

A. MILLAR & Co. PLUMBERS, GASFITTERS, COPPERSMITHS, AND BRASS-FOUNDERS. OFFICE AND WAREROOM FLETCHER'S BUILDINGS, QUEEN'S-ROAD EAST, WORKS—SPRING GARDENS, WANCHAI.

J. ULLMANN & Co. 42, QUEEN'S-ROAD, CENTRAL, 42.

Importers of WATCHES,

CLOCKS, MUSICAL BOXES, MARINE

and EYE GLASSES, in great

varieties, and General Goods.

N. B.—Watches carefully repaired

at moderate rates.

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS.

RENTS COLLECTED.

BROWN, JONES & Co.,

UNDERTAKERS.

MOURNING STATIONERY, &c.

MONUMENTS ERECTED.

9, HOLLYWOOD ROAD.

To be Let.

With Immediate Possession, at the "Blue Buildings," Praya East, ONE SECOND FLOOR.

One THIRD FLOOR.

Three BASEMENTS.

Also, one STONE BUILT GODOWN on the Premises.

Apply to

TUNG-MING SHAN,

Mercantile Bank; or,

J. M. GURDES, JUN.

Hongkong, 15th June, 1881.

BEDROOM TO LET, With or Without Board.

CENTRAL POSITION.

Apply to

N. J. Office of this Paper.

For Sale.

JUST LANDED.

Ex S. S. "Glaucus" and "Euphrates."

BASS'S PALE ALE in Pints, Bottled

by CAMERON & SAUNDERS.

GUINNESS'S STOUT in Pints, Bottled by E. & J. BURKE.

FOR SALE by the Undersigned.

ECA DA SILVA & Co.

Hongkong, 15th June, 1881.

FOR SALE.

A FEW DOUBLE BARREL BREECH-AD-

ING GUNS, 100 Loaded Cartridges

and Bags with them, at \$20 each.

J. F. SCHEFFER,

54, Praya Central.

Hongkong, 15th June, 1881.

FOR SALE.

PRIME GENEVER in Stone Jars;

MARTEL BRANDY at \$6.50 per Dozen;

WOLFE'S SCHNAPPS and KUM-

MER, Good NAVY COCOA (retail at 20

Cents per lb.), SAISON BEERS and

CARTRIDGES, Good REVOLVERS, RELOAD-

ING CARS, SHOT and CARTRIDGE CASES

in Sizes, &c., &c., &c.

J. F. SCHEFFER,

54, Praya Central.

J. AND R. TENNENT'S ALE and

PORTER.

DAVID CORSAR & SONS'

Merchant Navy

Navy Boiled

Long Flax

Crown

ARNHOLD KARBERG & Co.

Hongkong, 15th June, 1881.

For Sale.

SAYLE & CO.

Drills and Ducks, Fancy Summer TWEDS and SUITING FLANNELS, made up to order on the premises at short notice and at moderate rates.

The Furnishing Department is replete with every article in this line viz.—

Brussels and Tapestry CARPETS, STAIR CARPETS, FLOOR CLOTHS.

IRON BEDSTEADS, Patent SPRING MATTRASSES, BED LINENS, COUNTERPANES.

Rep., Damask, Cretone and Lace CURTAINS, &c., &c.

All orders entrusted to us for covering Suites of Furniture, laying down Carpets and Floor Cloths, making up Curtains, &c., &c., will be carefully supervised by an experienced European Assistant.

SAYLE & Co.

VICTORIA EXCHANGE, HONGKONG.

Temporary Premises, Crosby's Store, adjoining Messrs Lane, Crawford & Co's.

KELLY & WALSH

HAVE just received Donaldson's Rough Sketching for Engineers.

Clark's Manual of Engineering.

Knight's Engineering Dictionary.

Lavater's Physiognomy.

King's War

WATSON & CO.
LESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,
AND
Manufacturers of the following
AERATED WATERS, viz:
SODA, TONIC, SARSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.
Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY,
HONGKONG.
SHANGHAI PHARMACY,
SHANGHAI.
CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHOW.

Notices to Correspondents.
All communications should be addressed to the Editor "Hongkong Telegraph," 15, Wellington Street.

All letters for publication must be written on one side of the paper only.

Correspondents are requested to forward their names and addresses with all communications intended for insertion, not necessarily for publication, but as evidence of good faith.

Notice to Subscribers.

Subscribers who do not receive their newspapers within thirty-five minutes after the time of publication will oblige by communicating with the Editor.

THE
Hongkong Telegraph.

HONGKONG, 16TH JUNE, 1881.

An ever increasing wave of good luck has for some time past been steadily flowing in the direction of the neighbouring Colony of Macao. So substantial in fact have been the prizes so unexpectedly evolved from the wheel of fortune, that for the first time since the abolition of the disgraceful coolie traffic in 1874, the Government of the famous Portuguese Colony can claim to be in an almost independent position, so far as finances and a fixed revenue are concerned. From that day so fatal for Macao's transient prosperity—on which the fate of the great European powers went forth, that the infamous trade in human beings should cease, and that the hateful barbecues be closed at once and for ever up to within a very few months, the Colony and its inhabitants were fit subjects for pity and commiseration.

Trade stood still so far as the Portuguese inhabitants were concerned, the whole of what little business there was in the city, being in the hands of the Chinese; a masterly inactivity reigned supreme throughout every grade of society, from the lowliest member of the national battalion to His Excellency the Governor himself; in the day time the streets were as much deserted as the ruins of Babylon the great; but the military were at their posts in all the pride, pomp, and circumstance of war, whilst women and children were starving at home, and ashamed to face the light of day in their poverty and nakedness. The gloomy old place, with its numerous churches, magnificent ruins, and deserted palaces, was quiescent in its wretchedness; whilst other neighbouring settlements were striving and advancing with the times. Macao was contentedly starving on the recollections of its former grandeur. The Lisbon Government had probably enough to do at home without being bothered with the wants and necessities of the

little colony, although they doubtless sent all the assistance within their power, and the "Gem of the Sea" was gradually, but surely drifting to irretrievable ruin as a dependency of the Portuguese crown, when "the turn of the tide," which they had been waiting for so long and so patiently, came at last.

The departure of Viscount Pago d'Arcos, and the accession to power of shrewd, sensible Senhor Graca was the first sign of a change for the better, and lately the good gifts have been following each other in rapid succession. "Taming" and "Monopoly" have proved important factors in providing a handsome revenue for other settlements besides Macao, although as English colonies generally throughout the world were evidently established for the sole purpose of placing us in a position to be able to preach to our neighbours the true principles of morality, we may not be able to approve, from a moral stand point, of some of the shady dodges adopted by foreigners for raising the needful for the national exchequer. Truly enough there was a time and not so long ago, when even virtuous Hongkong did not disdain to fill its almost empty coffers by ministering to the vices of the community, and although now avons changé tout cela, the recollection should induce us to view with some slight degree of leniency, the resolve taken by the Government of Macao, to grow rich immorally rather than to pass out of existence respected, but not lamented.

The Fan-tan monopoly was the first grand coup to support a government, and maintain a province in a sort of shabby-genteel respectability; and admitting that a revenue derived from a direct encouragement of low gambling houses has a nauseous odour about it, Macao had a precedent even in these days in Baden-Baden and other states of the German Confederation, and has one still in Monaco. Forty thousand dollars for the Opium farm was the next lucky windfall; then came sixty thousand dollars for the old Custom House, and, as a crowning mercy, no less than one million and fifteen thousand dollars for a three year's monopoly of the Wey Sing lottery. Should nothing unforeseen transpire during the next few years, there is every probability of the revenue derived from these questionable sources being doubled or even trebled, as the speculations, so far as the farmers are concerned, are reported to be highly remunerative. With special reference to the Wey Sing, we cannot see that this particular lottery, because it happens to be in hands of the Chinese, is one whit more reprehensible than that conducted under government auspices at Manila; and if a harsh term is deserved by the Macao authorities for protecting, fostering, and living on this species of gambling, Manila is equally a black sheep.

Should the Home Government not require a slice of Macao's good fortune, the surplus coin can be advantageously laid out in many local works, likely to increase the prosperity of the Colony. Macao Harbour sorely needs seeing to, and if the Government would only pocket their pride and engage a practical man, outside their own officers, to undertake the work, the approaches to the anchorage in the Inner Harbour could be quickly improved, and at comparatively trifling cost.

As commercial prosperity is the only road to permanent stability, it is to be hoped that the Governor of Macao and his advisers, have gained sufficient experience from the miserable past, to be well assured that the only prospects of success their colony possess, is in the establishment of as many various branches of commerce and manufactures as may be available. The objections which native born Portuguese have almost invariably shown, to engaging in the majority of commercial pursuits have long since passed into a proverb, and many absurd caste prejudices will

have to be over-ridden before the Macanese can be induced to shine prominently in trade. However, the case is far from hopeless, and as we have hundreds of Portuguese in Hongkong, working hard as artisans in various branches of manual labor, as engineers, printers, etc., etc., there seems no reason to doubt, that the same satisfactory result could in time be attained in Macao. This is a summation devoutly to be wished for, and we can only hope that the Lisbon Government, as well as Senhor Graca will now avail themselves of the golden opportunity before them, of rendering the ancient port of Macao something more than a vast gambling hell, a disgrace to the civilised country of which it is an off shoot, the bye-word and scorn of every respectable community in the far East.

LOCAL AND GENERAL.

Members of the Craft are reminded that the Perseverance Lodge meets this evening at 9 o'clock.

The next American mail bearing San Francisco dates of 23rd ultimo, may be expected here about Monday next, the 20th instant.

The next French mail bearing London dates of May 13th, may be expected to arrive to-morrow, the 17th, per M. M. steamer *Yangtsé*.

The British steamer *Marlborough* spoke the barque *Cambay* from Liverpool to the Babuyn Islands, in latitude 15° 30', and longitude 114° W. She desired to be reported "all well."

The *Achilles*, which arrived yesterday, reports having spoken two British gunboats on the 10th instant steering a N. E. by N. course, which are most probably the *Est* and *Tweed* now on their way to this port from Singapore.

In our list of departures yesterday we erroneously showed the *Loring* as having left for Singapore, whereas that gunboat went northwards to Shanghai, from which port she will take her departure for home on the arrival of the *Swift*, expected shortly.

We are glad to see from recent home papers that the test pier which was erected at the Tay Bridge has given great satisfaction. It was erected a little to the east of pier No. 31 of the old structure almost in the centre of the channel. It consisted of an iron caisson filled in with concrete and sand, and was sunk 26 feet under the bed of the river. The object of the Engineer was to ascertain the effect of sinking a pier in a substratum of sand and mud. A load equal to seven tons per square foot was applied to the pier, and under this heavy strain it gave no evidence of subsiding.

A question has lately arisen between Great Britain and Spain which may ultimately lead to grave complications, and which has a special interest for our mercantile community, in so much as similar proceedings by the Revenue cruisers, in the service of the Commissioner of Customs, Canton, forming the so-called blockade of this free port, have at various times given rise to much comment. The facts of the case are as follows:—A Spanish *guarda costa* recently took possession of a British merchant ship in English waters near Gibraltar, alleging that she was a smuggler. The boats of Her Majesty's gunboat *Express*, witnessing the capture, at once went to the assistance of the merchantman, and forcibly released her from the custody of the Spanish authorities, on the plea that the capture was illegal, the ship being in waters under British jurisdiction. The Chairman of the Hongkong Chamber of Commerce

will arrive at home in good time to re-open the celebrated Blockade question.

The cricket season at home has opened most auspiciously, and although no Australian or American team will try their strength during the year against English cricketers, the great matches promise to be as exciting as ever. We have to note a remarkable record made at Alveston on April 18, in a match between a Bristol Club, the "James Thorne," and the well-known Gloucestershire Club "Thornbury." The "James Thorne" went first to the wickets and were soon disposed of for the small total of 42 runs, whilst their opponents, for the loss of three wickets, amassed the extraordinary score of 674 runs, E. M. Grace making 228, W. G. Grace 196 (not out) and J. Cranston 174 (not out). This makes the celebrated East Melbourne versus Tasmania score of 742 look remarkably small. Shall we see "Victorian" once more on the war-path?

According to Dutton Cook, the well-known dramatic critic of the World, the celebrated American tragedian, Mr. John McCullough, who is at present performing at Drury Lane, in a revival of Sheridan Knowles' play, *Virginius*, has proved a complete "frost." Here is Mr. Cook's opinion of America's greatest tragic actor:

Mr. McCullough is a robust actor self-conscious and supremely confident, but of an aspect so unheroic and unpoetic as to be suggestive much more of comedy than of tragedy. His bearing is energetic and manly, but homely and undignified. He might play Job Thornberry tolerably, to my thinking he is an unsatisfactory *Virginius*. He owns a powerful but unmusical voice, and strains it to the utmost; now he rants in the old "periwig-pated" fashion until his speeches become inarticulate and unintelligible, and now he is inaudible from forcing his bass tones to proceed from unnatural ventral depths; his elocutionary method indeed is altogether unskillful. His acting lacks nature, impulse, and spontaneity, suffers from the sense it conveys of over-elaboration and preparation. His efforts to impress are too manifest; his 'points' are blunt, so to speak, and rendered unavailing by his dwelling upon them so heavily and so long; his manner is ponderous and monotonous and his accent is rather Hibernian than American."

This is not altogether satisfactory for the *artiste* who came specially across the Atlantic to extinguish Mr. Edwin Booth.

The Liverpool Select Vestry have had recently under consideration a proposal, advocating the establishment of a "retreat" for habitual drunkards, and giving the Magistrates powers to send inebriates to this haven of rest compulsorily. Drunkard's retreats, (i.e. public houses) were so plentiful in Liverpool the last time we visited the Mersey, that the Vestry will probably agree to negative this somewhat original idea.

A most romantic history is given in a recent number of *Le Voltaire*, of a gentleman well known in Hongkong, Mr. Celso Cesar Moreno, the Plenipotentiary Minister of the King of the Sandwich Islands, who arrived in Paris a few weeks ago. Mr. Moreno who stayed at the Stag Hotel, during his visit here a couple of years ago, and who will be remembered as the promoter of a certain celebrated telegraph scheme, and as the author of one or two socialist letters which appeared in the *China Mail*, is evidently a person who has seen the world from many different standpoints.

Born in Italy, he went as cabin boy on board a merchant vessel bound for Sumatra. At this place he managed to ingratiate himself with the Sultan, who gave him his daughter in marriage. He then or-

ganised a *country* being vanquished. At San Francisco he was elected member of Congress, and passed the famous Bill respecting negro children still in force in the United States, and known as the Moreno Bill. He was the first to establish the direct steam service between America and China. On quitting San Francisco he went to the Sandwich Islands where he was made Prime Minister. He bears letters of introduction amongst others, Garibaldi, Bismarck, the Pope, and the late Lord Beaconsfield. This is a very fair circle of acquaintances to make. It is nearly perfect, and would be quite so did it include the Tichborne claimant, the Griffin, Mr. Parnell, and Herr Most.

We take the following Naval items from a recent number of the *World*. They are from the pen of the versatile Mr. Edmund Yates, who under the *nom de plume* of "Atlas" has gained quite a notoriety as a high-life gossip-monger:

Can it be true that Whitehall is shortly to lose the services of Admiral Sir Astley Cooper Key and Vice-Admiral Sir Houston Stewart? Vacancies in the appointments of either senior sea lord or comptroller of the navy would be seriously felt just now, the distinguished occupants of each having shown themselves to be possessed of special qualifications. The selection of a successor to Admiral Key would be attended with much difficulty; for he combines high personal qualities with considerable scientific knowledge and great professional experience.

I was the first to announce the intention of the Admiralty to give an effective little armament to the stem-pinnaces attached to men-of-war, and authentic intelligence now reaches me that those craft which vary in length from thirty-seven feet to forty-eight feet are being each fitted at the Royal dockyards with a seven-pounder gun, a Gatling machine gun, outriggers, and Whitehead torpedo gear.

The almost-forgotten idea is being revived of abolishing the post of Admiral-Superintendent at the Royal dockyards, the department of the comptroller being in favour of the supersession of naval officers by civilian officials. Whether such a change would promote efficiency and economy in the administration of the dockyards is at least doubtful, and would certainly be resented by the service generally. Because a department is of opinion that admirals superintendents are inclined to rather independent action, it ought not to necessarily follow that they are to be 'improved' off the face of the official earth. If the present moment should be considered opportune for attempting administrative revolutions at Government establishments, the question may be referred to that committee which will shortly be constituted to entertain grievances and suggest reforms both at Whitehall and the dockyards. The 'scope' of the committee has, at any rate, not yet been determined.

From the date of our first settling in Hongkong up to the present day the turning up of the earth for building and other purposes, has invariably been the cause of a great deal of fever and sickness, whenever excavations have been in progress. Without going into the scientific why or wherefore of this, as it answers our purpose sufficiently well to know that such has been the case—we should like to be informed if it would materially retard progress were some regulation passed by the Government forbidding any excavating in thickly populated neighbourhoods during the three hottest months of the year. There is enough fever in the colony under ordinary circumstances without having the atmosphere

where poisoned during the trying season by the sickening odours of decomposed granite. This is a public question, seriously affecting the health of the community, therefore our columns are open for a general expression of public opinion.

The paragraph in last night's *China Mail* referring to certain movements in the Canton Revenue service would be very interesting, were its assertions correct. How much reliance may be placed on our contemporary's statements may be judged from the muddle he makes of the list of officers commanding the various cruisers. Capt. Palmer is certainly still in command of the *Peng-chou-hai*, but in every other case quoted the *China Mail* is a long way at sea. Capt. Wade left the service and the *Shen-chi* nearly a year ago, and Capt. Reid is now her commander. Capt. Getley, and not Capt. Walker, is in charge of the *Chen-jui*, and Capt. Ronke is the officer in command of the *Li-sieh*. These appointments were not made yesterday, but have been in force for many months.

We are glad to hear that the New Canton Club gives every promise of proving a most useful institution. The Club building is pleasantly situated on the Shamen, and has been furnished throughout in excellent style. The Reading and Billiard rooms are well fitted up, and with comfortable bedrooms, and a first rate *cuisine*, visitors to the City of Rams, who may be accorded the privileges of visitors, will have little to complain of.

Naval Review at the Bogue Forts.

The Admiral in Chief of the Vic-roy's squadron held a grand review of the vessels under his command at the Bogue Ports on Sunday last, the 16th day of the Chinese moon. The fleet, numbering 16 vessels, included the gun-boats and war junks usually stationed in the Pearl River. After going through a series of naval manœuvres, detachments from the various craft landed, and after exercising in companies were put through big gun drill, and rifle practice at a target up to a distance of 600 yards. The shooting at this range is reported to have shown a great improvement on previous trials. Experiments were made in different ways with torpedoes, with eminently satisfactory results. The fine vessel, designed by Mr. Wan, and built under his superintendence at the Canton Arsenal, took a prominent part in the review, and the experiments tried with her monster 18-ton gun, surpassed all expectations. Considering her class this boat, *The Terror of the Eastern Seas*, is probably one of the most efficient warships in the whole Chinese Navy, and she certainly reflects a vast deal of credit on her constructor.

LATEST COMMERCIAL INTELLIGENCE.

One O'clock, Thursday,

June 16, 1881.

Mail morning is usually a quiet one in the Share Market, so there is very little of importance to chronicle. Docks are still on sale at 53 cash, and some small amount of business has been transacted at that figure, and at 53½ for July 1st. Banks are firmer than they were yesterday, and although there are still sellers at 97, this stock, to our way of thinking, has an upward tendency. With the exception of the Ice Company's Shares, which led to business at 126 both yesterday afternoon and this morning, there is nothing else worth specially alluding to. We append corrected list of quotations.

Shares.

Hongkong and Shanghai Banking Corporation Shares—97 per cent premium, sellers.

POST OFFICE NOTICE.

Mails will be closed as follows:

Day	Date	Hour	Destination	Vessel's Name
To-morrow	, 17th	5.00 p.m.	SAIGON,	Adria.
"	" 17th	3.30 p.m.	Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c.,	Charlton.
Saturday	, 18th	5.00 p.m.	NEWCHIWANG,	Pernambuco.
"	" 18th	5.00 p.m.	HOIHOW, PAKHOL, HAITONG,	Hainan.
"	" 18th	9.30 a.m.	AMOY AND TAMSUI,	Albay.
Thursday	, 23rd	Papers, &c.— 2.00 p.m. Letters— 3.00 p.m.	The United Kingdom and Europe via Brindisi; the Straits Settlements, Batavia, Barmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.	Ravenna.
Friday	, 24th	5.00 p.m.	NAGASAKI AND YOKOHAMA,	Sunda.

Correspondence (including parcels when admissible) can be registered for all Private Ship-mails up to five minutes before the time for closing; for the American, Indian, Torres Straits, Shanghai, or Yokohama contract mails, up to a quarter of an hour before; for mails for Europe &c., up to an hour before.

SHIPPING INTELLIGENCE.

INSURANCES.

LE CERCLE-TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.

CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881.

HAIR DRESSING SALOON, HONGKONG HOTEL.

W. P. MOORE.

Begs to inform the Gentlemen of Hongkong and Visitors that he has reduced the price of Hair-Cutting to 50 cents. Having now in his employ three competent Assistants who are always in attendance, he guarantees to execute this class of work, in all its branches, with a perfection which cannot be exceeded in any part of the World.

Hair-Cutting.....50 cents.

Shampooing.....25 "

Shaving,25 "

Trimming Beards.....25 "

Monthly Customers taken at reduced rates.

RAZORS MOST CAREFULLY RE-SET.

Mr. MOORE begs to recommend his Goo Shampoo WASH to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are

never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo WASH as directed, you will never be bald. The proprietor offers the WASH to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

NOTICE.

The Business of General Printers and Bookbinders, lately conducted by the late Mr. J. J. da Silva e Souza under the style of

De SOUZA & Co.,

will henceforth be carried on under the same style by the undersigned, as Lessees of the Goodwill, Machinery, Plant, &c., belonging to the said

Printing Office.

J. J. de SOUZA.

H. LÜBECK.

Hongkong, 15th June, 1881.

MacEWEN, FRICKEL.

GENERAL STOREKEEPERS.

HAVE FOR SALE.

Groceries.

Crosse & Blackwells, Celebrated House-hold Stores.

John Moir & Sons', Celebrated House-hold Stores.

American Stores of all descriptions.

Huntley & Palmer's BISCUITS & CAKES.

BUTTER, Danish & French, Philippe & Canaud's PATES &c.

CHUTNIES & CURRY POWDER. TEA-SONNERAUS.

FRUITS in juice.

COFFEE, SUGAR, &c., &c.

Wines, Spirits, &c.

CUTTLE PALMER & Co.'s CARTE BLANCHE, HEIDSIEK & Co.'s MO-

NOPOLE, pts. and qts. ADOLPHIE

COLLIN'S BOOZY CABINET.

MUMM'S (JULES) CHAMPAGN

pts. and qts.

NEYEN'S (BODEN) BOUZY,

pts. and qts.

EXTRA SEC, quarts.

Charles Heidsieck's WHITE SEAL,

pts. and qts. VEUVE CLIQUOT PON-

SARDIN, pts. and qts. Théophile Ro-

dor & Co.'s VERZENAY MOUSSEUX,

pts. and qts.

Krug's CHAMPAGNE, pts. and qts.

CUTTLE PALMER & Co.'s CHAT-

EAU MOUTON. LORMONT, pints,

and quarts.

ARAUZAN (Chateau), pints and quarts.

ERMITAGE LUDON. THIBOEUF

(Chateau), pints and quarts.

CHATEAU LAROQUE (Gurrier & Aders),

pints and quarts.

CHATEAU LAFITE, pints and quarts.

IRES GRAVES, pints and quarts.

BREAKFAST CLARET, pints & quarts.

OLD INVALID CLARET.

St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c.

Chambertin, Chablis (White), Liebfrau-

milch, Hockheimer, Niersteiner, Stein-

berger, Rudesheimer

Berg, Konin Victoria Berg,

Chateau Yquem, Grand

Vin Haut-Sauterne

Marsala, Saccone's

Pale Dry White Saut Sherry, Yellow Seal

Amonitado Sherry, Cutler Palmer

& Co.'s Sherry, Invalid

Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.

1, 2- and 3-star Hennessy's Brandy,

La Grande Marque Brandy,

Cutter Palmer & Co.'s

Brandy, Rouyer Guillet & Co.'s Brandy

1 to 4 stars; Finest Old Bourbon

Whisky, highly recommended,

Kiahah's LL Irish Whisky,

Jamieson's Irish

Whisky, Royal Glendee

Whisky, AVH. Gin, Swaine

Boord & Co.'s Old Tom

Gin; La Grande Chartreuse, Green

and Yellow, Maraschino de Zara, Curaçoa,

pints and quarts; Angostura,

Boker's and Orange Bitters,

&c., &c. &c.

BASS'S ALE, bottled by Cameron and

Saunders, pints and quarts.

GUINNESS'S STOUT, bottled by E &

J. Burke, pints and quarts.

PILSENER BEER, in quarts.

draught ALE and PORTER, by

the Gallon.

Fine ALE, bottled by MacEwen, Frickel

& Co., ALE and PORTER, in hogsheads.

EERATED Waters.

SODA WATER.

TONIC WATER.

SALSAPARILLA,

&c., &c., &c.

The Finest Stocks of

CIGARS, CAVITE CHEROOTS,

PRINCESA CIGARS, AROCEROS,

VEGUEROS,

&c., &c.

"PERFECTION" All Specially

Selected.

EMPEROR OF INDIA, and Best NANY.

STATIONERY, BOOKS &c.

"Franklin Square" Library,

THE HONGKONG TELEGRAPH—THURSDAY, JUNE 16TH, 1881.

SHIPPING IN HONGKONG HARBOUR.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Steamers.						
Achilles	June 15	C. Anderson	British str.	1528	Bitterfield & Swire	
Adria	May 30	Fairlough	British str.	781	P. & O. S. N. Co.	
Albay	June 12	Lightwood	British str.	366	D. Lapraik & Co.	
America	June 2	W. Williams	British str.	562	Vogel & Co.	
Bengloo	May 30	Webster	British str.	1198	Gibb, Livingston & Co.	
Benalder	June 7	Buchanan	British str.	1330	Gibb, Livingston & Co.	
Claverhouse	June 5	Dugma	British str.	763	Vogel & Co.	
Charlton	May 22	Erskine	British str.	786	Geo. R. Stevens & Co.	
Consolation	June 14	R. Young	British str.	764	Yuen Fat Hong	
China	June 14	Ackermann	German str.	648	Siemssen & Co.	
Dalo	June 10	Thompson	British str.	645	Yuen Fat Hong	
Esmeralda	June 13	R. Talbot	British str.	935	Russell & Co.	
Esplorator	June 9	Mitchell	British str.	1300	Russell & Co.	
Geclong	June 11	Atkinson	British str.	1139	P. & O. S. N. Co.	
Hailoong	May 18		British str.	277	D. Lapraik & Co.	
Hainan	June 15	Connor	Amer. str.	281	Afong	
Himalaya	June 14	W. R. Beedle	British str.	514	C. M. S. N. Co.	
Kenmure Castle	June 16	J. Luck	British str.	1300	Gibb, Livingston & Co.	
Kwangtung	June 15	M. Young	British str.	674	Eouglas, Lapraik & Co.	
Malacea	June 6	Weighill	British str.	1045	P. & O. S. N. Co.	
Marlborough	June 15	R. Sanderson	British str.	1175	Bitterfield & Swire	
Midlothian	May 14	Chester	British str.	827	Chinese	
Nelson	June 15	J. Thorn	British str.	894	Geo. R. Stevens & Co.	
Nepaul	June 9	Murray	British str.	2065	P. & O. S. N. Co.	
Oxfordshire	June 7	C. F. Jones	British str.	998	Russell & Co.	
Penedo	June 9	Cain	British str.	652	Geo. R. Stevens & Co.	
Pernambuco	June 13	Hyde	British str.	643	Melehrs & Co.	
Polluce	May 15	G. Ragusin	French str.	—	Melchers & Co.	
Seagull	—	Hayden	Amer. str.	97	China Insurance Co.	
Tanais	June 12	Reynier	French str.	1500	Messageries Maritimes	
Thales	June 10	Pocock	British str.	820	D. Lapraik & Co.	
Wladivostock	June 14	P. S. Vozonoff	Russian str.	678	Captain	
Yottung	June 11	Goggin	British str.	280	Kwok Acheong & Co.	

Sailing Vessels.

Albyn's Isle	May 31	C. Burgess	Brit. bark	340	Chiuese	
Amethyst	May 31	Slocum	Amer. bark	356	Captain	
Anna Camp	June 5	Gardner	Amer. ship	1250	Borneo Co.	
Anton Gunther	May 8	Kuhn	Ger. bark	441	Vogel & Co.	
Bertha	June 13	C. L. Henne	Ger. bark	442	Arnhold, Karberg & Co.	
Bonito	June 14	Wossenberg	Ger. bark	524	Wieler & Co.	
Cingalee	June 13	Pringle	Brit. bark	336	Borneo & Co.	
Chateaubriand	June 12	C. H. Dodd	Brit. bark	409	—	
Chusan	June 8	Thorkell	Brit. bark	786	Melchers & Co.	
C. F. Bryant	June 9	McParse	Amr. bark	929	Ed. Schellhass & Co.	
C. F. Sargent	June 11	Hatherton	Amr. ship	1704	Borneo Co., Limited	
Carl Ritter	May 24	Jager	Ger. bark	596	Wiele & Co.	
Conquest	June 15	G. Homes	Amr. bark	575	Captain	
Flodden	June 4	Shaw	Brit. bark	337	Geo. R. Stevens & Co.	
Foochow	June 4	V. Guldberg	Siam. brig	300	Chinese	
Ferdinand	May 21	Westergaards	Ger. bark	416	Meyer & Co.	
Hermine	June 13	F. Lonngren	Swed. bark	289	Ed. Schellhass & Co.	
Humboldt	June 13	A. F. Stoll	Ger. bark	329	Lane Crawford & Co.	
Hammonia	May 31	Weller	Ger. bark	408	Vogel & Co.	
Herrman	June 5	Beryessen	Ger. bark	446	Vogel & Co.	
Hilda Maria	June 3	Johannsen	Ger. bark	276	Arnhold, Karberg & Co.	
Highlander	June 3	Clough	Amr. ship	1372	Vogel & Co.	
H. H. McG'vry	June 3	Wm. Y. Ford	Amr. ship	1322	Captain	
H. Upmann	June 1	Weber	Ger. bark	426	Carlowitz & Co.	
Hotspur	June 12	Jack	Brit. bark	522	Melchers & Co.	
Hansa	May 10	Deneken	Ger. bark	428	Vogel & Co.	
H. A. Litchfield	Apr. 30	Lanpher	Amr. bark	638	Vogel & Co.	
Jon Peter	June 3	Ewert	Ger. bark	335	Siemssen & Co.	
Java-Packet	June 6	Hanson	Brit. bark	670	Arnhold, Karberg & Co.	
J. Christian	June 11	Roolefs	Ger. bark	407	Siemssen & Co.	
J. Chase	June 7	Costigan	Amr. bark	696	Slemssen & Co.	
Kjobenhavn	June 13	N. Magleby	Dan. bark	353	Wieler & Co.	
Laura	June 5	Ehren	Ger. bark	350	Ed. Schellhass & Co.	
Louise	June 2	Schierloh	Amr. ship	245	Ed. Schellhass & Co.	
L. A. Nickels	June 2	Field	Ger. brig	1395	Captain	
Minerva	June 5	Duhme	Ger. bark	330	Captain	
Mario	May 25	Hundewaldt	Ger. bark	428	Chinese	
May	27	J. Gibb	Brit. bark	237	J. D. Hutchison	
Mabel	June 14	F. Snow	Amer. bark	783	Naval Storekeeper	
Norseman	June 8	Conception	Siam. ship	711	Chinese	
N-Light	May 24	Kenney	Amr. ship	1859	Captain	
Olosga	Jan. 25	Schluter	Ger. schr.	47	Siemssen & Co.	
P. G. Carvill	June 14	Thos. McFie	Brit. ship	1656	Messageries Maritimes.	
Q. of England	June 13	T. M. Otten	Siam. ship	542	—	
Rockhurst	June 5	Bulford	Brit. ship	400	Vogel & Co.	
Rose M.	May 27	O. Black	Brit. bark	366	Ed. Schellhass & Co.	
Rachel	June 14	Bobt. Aileck	Brit. bark	282	Chinese	
S. S. Ridgway	May 31	Townsend	Amr. bark	870	Russell & Co.	
Solidor	May 13	Roullier	Fren. bark	241	Carlowitz & Co.	
Sophie	Feb. 6	Vincent	Amr. schr.	230	Wieler & Co.	
Spartan	June 12	J. K. Ronne	Brit. bark	923	Borneo Co.	
Tiber	June 6	Ecclestone	Siam. bark	610	Chinese	
Tay Watt	June 5	Hartmann	Dan. bark	414	Vogel & Co.	
Therese	May 25	Kacmena	Ger. brig	256	Melchers & Co.	
Tertar	May 14	R. Martin	Brit. bark	500	Pustar & Co.	
Velocity	June 7	Gomard	Siam. bark	781	Yuen Fat Hong	
Young Siam	June 7	Chauvelier	Fren. bark	1217	W. Howett & Co.	

At SHANGHAI.

Hieronymus	Feb. 14	Brit. brig	231	G. McBain		
J. Woodburn	May 21	Dashborough	Brit. brig	299	Chinese	
Martha	May 24	McPherson	Brit. bark	352	Morris & Co.	
Cesar Vidal	May 28	Lauth	Brit. bark	299	Nila Moller	
Pym	June 1	Stapleton	Brit. bark	558	Drysdale, Ringer & Co.	
Victorino	May 28	Gomard	Fren. bark	1217	W. Howett & Co.	

HER MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Name.	Class.	Guns.	H. P.	Captain.	Where at
Albatross	Composite Steam-sloop	4	120	Capt. A. J. Errington	Cruising Squadron
Comus	Steam-corvette	14	230	Captain J. W. East	Cruising Squadron
Curacao	Steam-corvette	14	230	Captain S. Long	Cruising Squadron
Daring	Composite Steam-sloop	4	120	Commander F. J. J. Elliott	Singapore
Encounter	Steam-corvette	14	350	Captain G. Robinson	Cruising Squadron
Esk	Gunboat	3	340	Lieut.-Com. L. Napier	En route H'kong
Flying Fish	Steam-sloop	4	120	Lieut.-Com. R. F. Hoskyn	Japan, Surveying
Fly	D'ble-screw gun-vessel	4	120	Com. A. F. St. Clair	Chefoo
Foxhound	Gunboat	4	470	Lieut.-Com. J. M. McQuade	Shanghai
Iron Duke	D'ble-screw iron frigate	14	800	Captain R. E. Tracey	Cruising Squadron
Kestrel	D'ble-screw gun-vessel	4	100	Com. W. M. Lang	Hongkong
Lapwing	D'ble-screw gun-vessel				